



Snow Park Village Redevelopment

Conditional Use Permit Submittal

Phase 1: Overall Site Plan, Parking Structure, and
Transit and Mobility Hub

August 24, 2021



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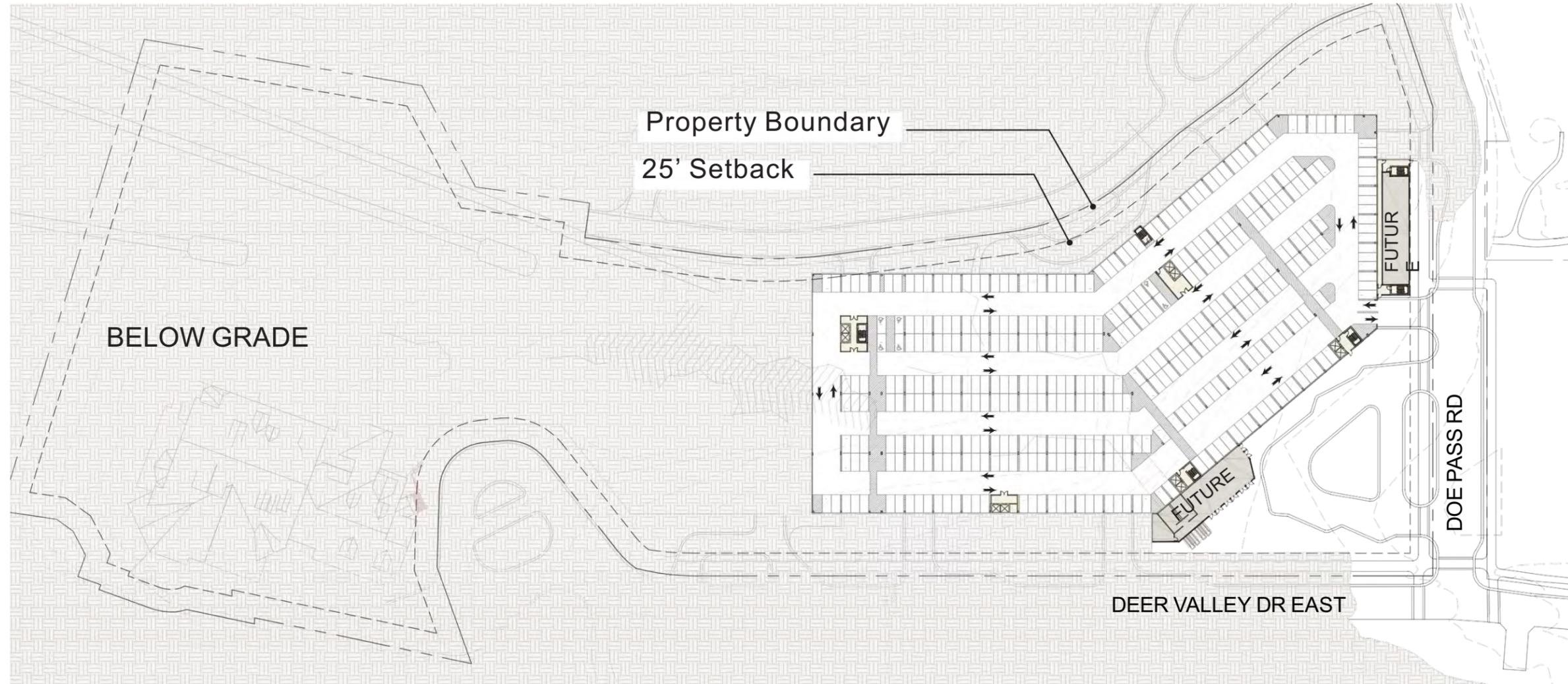
5.3 Conditional Use Permit Criteria

In addition to compliance with the Development Agreement, the development shall be reviewed for compliance with Land Management Code 15-1-10(E) which establishes the Conditional Use Permit (CUP) Criteria to mitigate any impacts of the development. Below we have included an analysis of the CUP Criteria and provided a detailed response outlining our compliance:

LAND MANAGEMENT CODE 15-1-10(E) CUP CRITERIA	RESPONSE
1. size and location of the Site;	The total development parcel is 16.34 acres and is located within the Snow Park Community as defined by the Development Agreement. The Development Agreement has established the proposed project area as a developable parcel.
2. traffic considerations including capacity of the existing Streets in the Area;	A Traffic Impact Study technical report has been prepared by Fehr and Peers addressing traffic impacts (Attachment 5). To mitigate the impacts of a new base area, we prioritized the arrival and departure sequencing in our design. Deer Valley Drive West will connect to Deer Valley Drive East via the current Doe Pass Road. The intent of bringing Deer Valley Drive through the center of the development is to improve many of the existing transportation and access issues with the current layout. The proposed plan separates City transit, transportation network companies, and general traffic which will help prioritize the transit access to the new Transit and Mobility Hub. All study intersections will operate within acceptable LOS (LOS C or better) during all analysis scenarios with the implementation of recommended mitigation strategies for the Deer Valley Drive North / Deer Valley Drive South intersection. The recommended mitigation strategy for this intersection is a traffic signal with capabilities to provide transit priority.
3. utility capacity, including Storm Water run-off;	Our civil engineers have prepared a detailed Utility Plan that includes upgrades and improvements to existing water, sewer, and other utility infrastructure. Prior to submittal to the City, we met with each utility entity to discuss the proposed Utility Plan and improvements. The improvements include increased capacity for water and sewer which will benefit other existing developments in addition to the base area development. We see these improvements as essential to developing our site and as an important asset to our neighbors. The Utility Plan is included in Attachment 1 as Exhibit 23.
4. emergency vehicle Access;	Emergency vehicle Access will be from Deer Valley Drive East and West, a public street. The new arrival sequencing will provide greater and more streamlined access for emergency vehicles in the event of an emergency.
5. location and amount of off-Street parking;	The proposed Phase 1 development is required to provide 2,262 parking spaces. The Parking Structure and north parcel surface parking lot capacity is 1,810 parking spaces due to recommended parking reductions for Shared Parking and Paid Parking Strategies as allowed by LMC § 15-3-7. See the Supplemental Analysis section for additional analysis.
6. internal vehicular and pedestrian circulation system;	<p>The Parking Structure has been designed to comply with the internal vehicular drive aisle and turning radii dimensions established in the Land Management Code and applicable engineering standards. By filtering all guest traffic via Deer Valley Drive East, the Parking Structure access has been organized on the east side of the development for maximum efficiency and minimized conflict. This further separates guest traffic from that of the City transit vehicles and other transportation network traffic. The arrival sequencing will allow guests to self-park or elect valet parking. We will be integrating a pay parking system that will be tied to ski pass and license plate technology to eliminate any delays for entry and exit. The automation of the garage entrance will further streamline the entire arrival sequence.</p> <p>Pedestrian circulation within the development is central to our guest experience. We have prioritized the pedestrian access points from the Parking Structure and Transit and Mobility Hub to the plaza level and on-mountain amenities.</p>
7. Fencing, Screening, and landscaping to separate the Use from adjoining Uses;	The conceptual development is intended to enhance the streetscape experience for vehicles, pedestrians, and alternative travel modes. Because of this, our architecture complies with all minimum Setbacks and includes vegetation that enhances the pedestrian experience along Deer Valley Drive East and West compared to current site conditions. This separation of landscaping between the vertical construction and that of the roadway is intended to enable the development to be compatible with the existing streetscape development patterns. No fencing is proposed as our intent is for the development to be porous and allow all members of the public to access our future plaza levels, Parking Structure, and Transit and Mobility Hub without having to travel great distances around arbitrary barriers. We believe that the blending of the development into the existing topography and development patterns enables the seamless transition from the public right of way and neighboring properties into the development.
8. Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots;	The conceptual architecture and signature plaza are inspired by the mountain setting creating a fractured approach to facades and rooflines and allowing the mountain setting to flow through the development from ski slopes to lakeside. The conceptual arrangement of buildings creates a porous effect allowing neighboring properties visual access and connectivity to the central plaza and its activities while optimizing the surrounding mountain views. The conceptual building orientation and siting is tied directly to the mountain access while also optimizing the arrival and departure sequence. The articulation of each building façade helps reduce the overall mass and bulk. The proposed project complies with all applicable lot and site requirements.

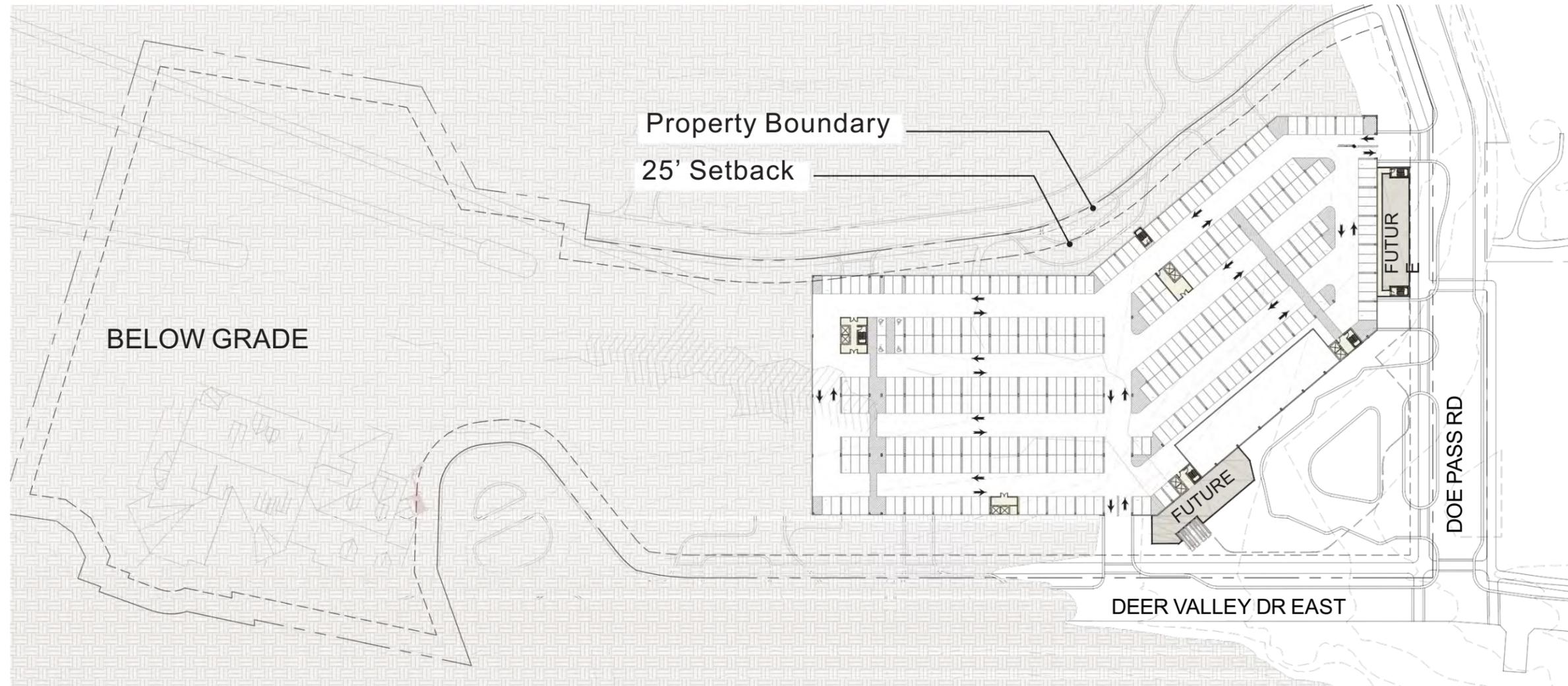


LAND MANAGEMENT CODE 15-1-10(E) CUP CRITERIA (CONTINUED)	RESPONSE
9. usable Open Space;	Usable Open Space is a large feature of the proposed conceptual development plan. The intent of the future plaza level of the development is to encourage human interaction. We are proposing unique landscaping features in an effort to draw pedestrians through the development and also provide outdoor leisure amenities. It goes without saying that the future extended ski beach brings the mountain deeper into the plaza area than ever before. We believe that this mountain extension will further connect the development to the landscape around us.
10. signs and lighting;	<p>A Master Sign Plan will be submitted for the development at a later date. A Sign Permit will be submitted for each commercial sign after a Master Sign Plan has been approved by the City. The Master Sign Plan and each individual commercial sign will be in compliance with the Park City Sign Code. All way-finding signage will be consistent with existing way-finding style. An updated way-finding sign plan will be developed and reviewed with the City prior to installation.</p> <p>All lighting will be down-lit and shielded and compliant with all applicable Lighting Standards outlined in the Land Management Code.</p>
11. physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing;	The conceptual development is intended to enhance the existing streetscape experience by incorporating improvements to the public rights-of-way. The conceptual architecture has contemplated the development context throughout with extensive efforts to arrange the buildings to create a porous effect allowing neighboring properties visual access and connectivity to the central plaza and its activities while optimizing the surrounding mountain views. All buildings within the development comply with the Maximum Building Height as determined by the Planning Director. The proposed articulated facades help to reduce the mass and scale of the structures. Architectural detailing, design, and style are all consistent with the established Deer Valley Design Guidelines and Park City Architectural Guidelines as required by the Development Agreement.
12. noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site;	All mechanical systems will be kept in internal machine and mechanical rooms consistent with all applicable Building and Fire Codes. No noise, vibration, odors, steam or other mechanical factors will affect people and property Off-site due to the location of the equipment on the interior of the buildings. Roof mounted mechanical units are limited due to extensive efforts by the architect team. Any roof mounted mechanical units will be shielded consistent with the requirements of the Land Management Code and will blend with the architecture of the building.
13. control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Areas;	Delivery, service vehicles, loading and unloading zones, and Screening of trash and recycling pickup areas are strategically integrated into the floor plans. These will be further refined and right-sized as the developer requirements are defined.
14. expected Ownership and management of the project as primary residences, Condominiums, time interval Ownership, Nightly Rental, or commercial tenancies, how the form of Ownership affects taxing entities;	The development will be split between condominium ownership of individual units and Deer Valley Resort will retain ownership of the central plaza, guest services, and mountain amenity areas.
15. within and adjoining the Site, Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste and Park City Soils Ordinance, Steep Slopes, and appropriateness of the proposed Structure to the existing topography of the Site; and	There are no known Environmentally Sensitive Lands or Physical Mine Hazards. The development is located outside of the Park City Soils Ordinance. There are no Steep Slopes.
16. reviewed for consistency with the goals and objectives of the Park City General Plan; however such review for consistency shall not alone be binding.	As is detailed in the General Plan analysis of the Supplemental Analysis section, the proposed development is consistent with the goals and objectives of the Park City General Plan.



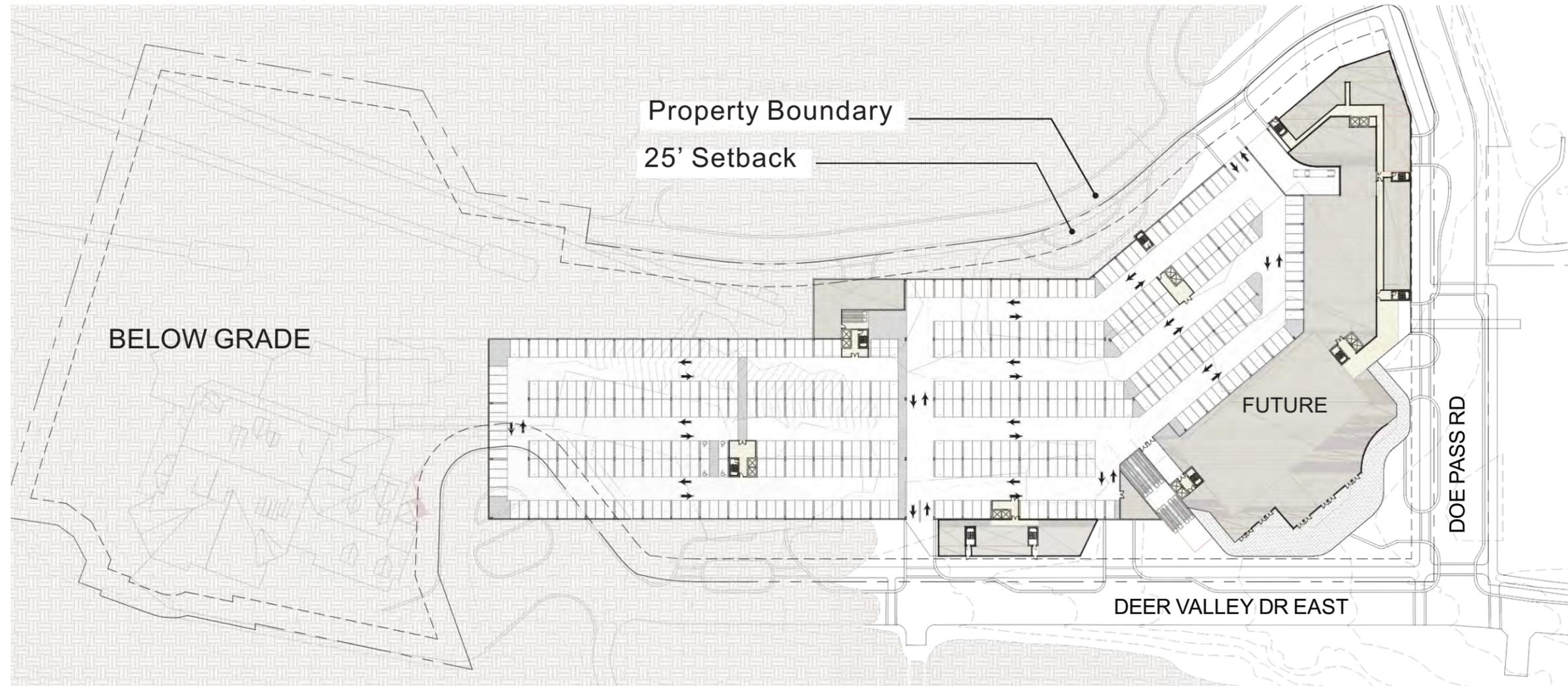
P1 - Parking	
Square Footage	Stalls
180,000	406





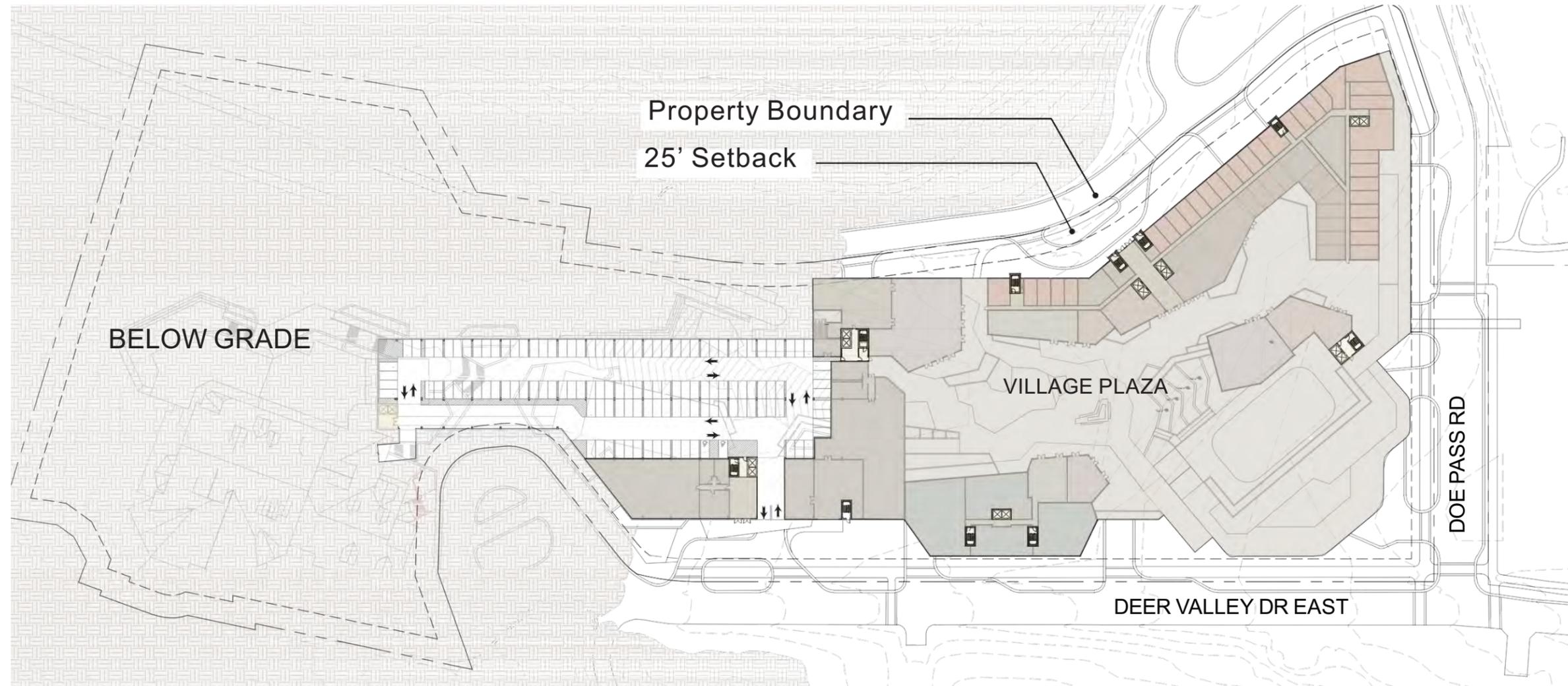
P2 - Parking	
Square Footage	Stalls
180,000	368



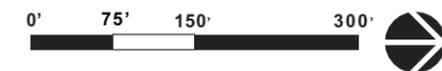


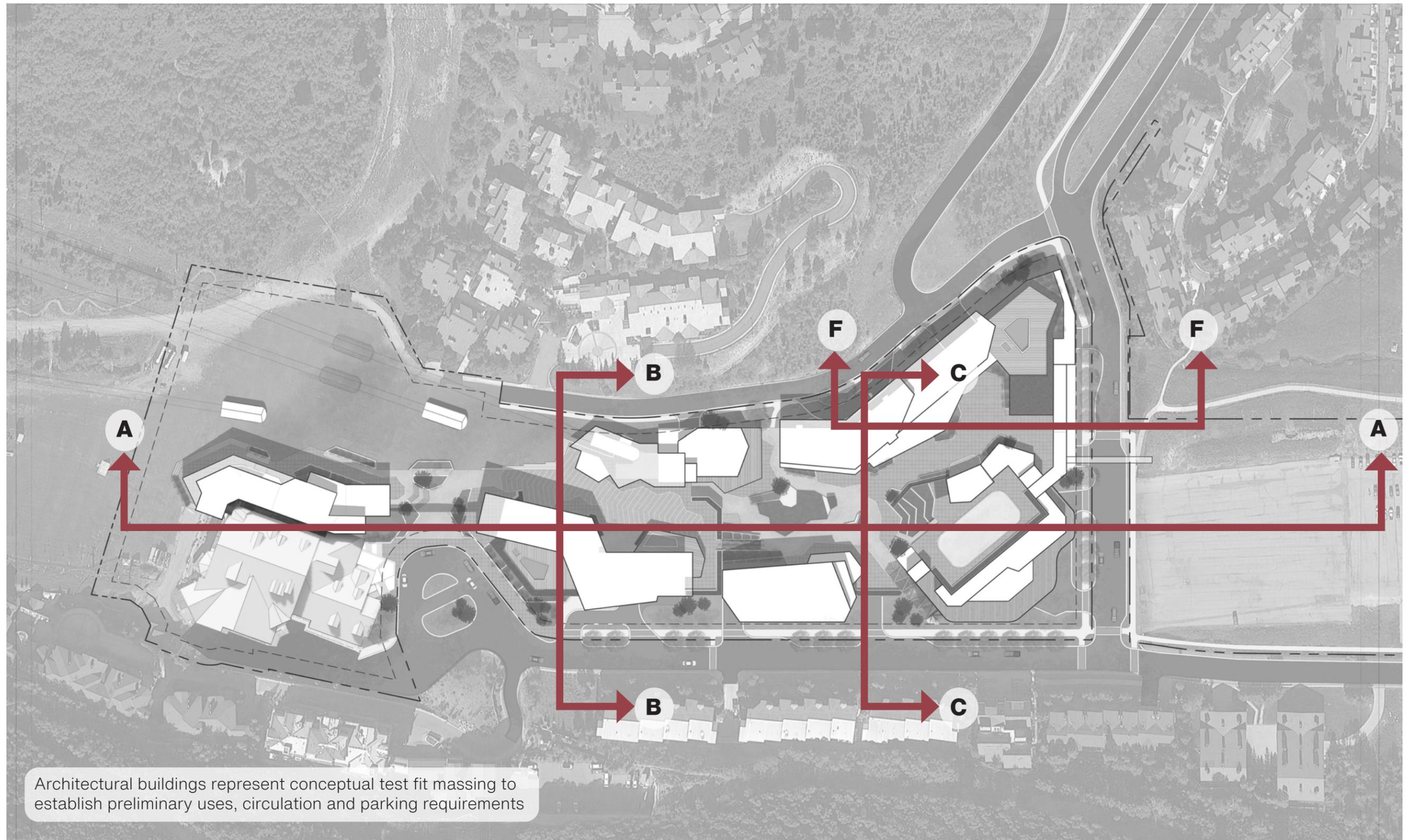
P3 - Parking	
Square Footage	Stalls
207,800	455

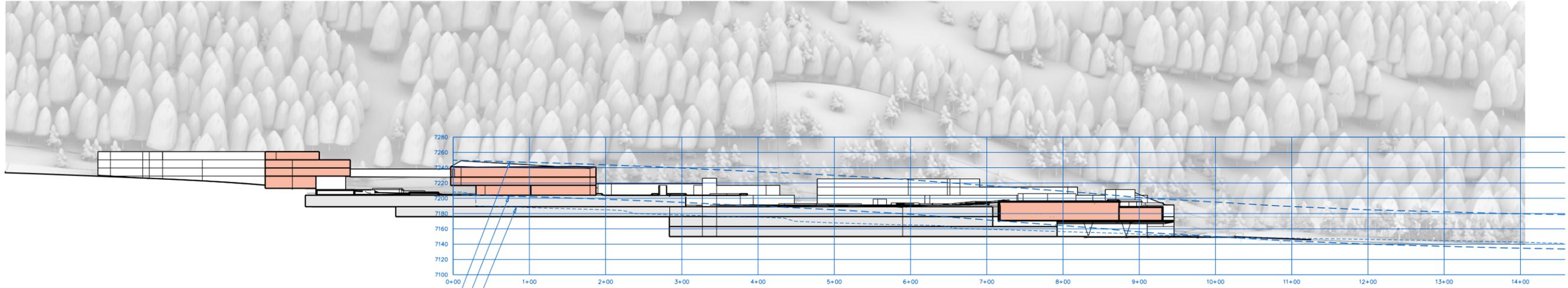




P4 - Parking	
Square Footage	Stalls
64,700	131

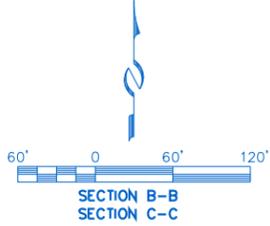




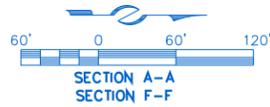


SECTION A-A PROFILE

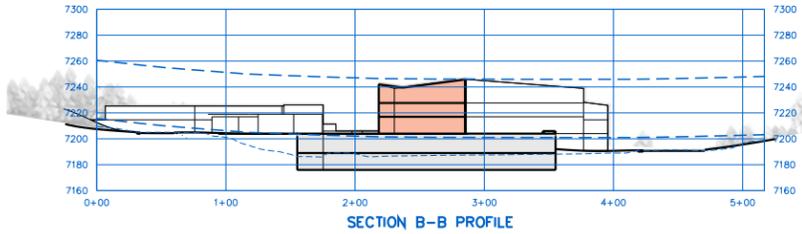
Approved 45' Height Limit Based on 1955 USGS Topography
 1955 USGS Topography
 2007 Aerial Topography



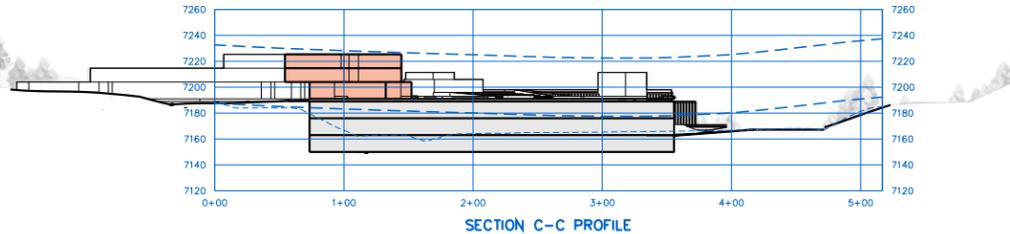
SECTION B-B
SECTION C-C



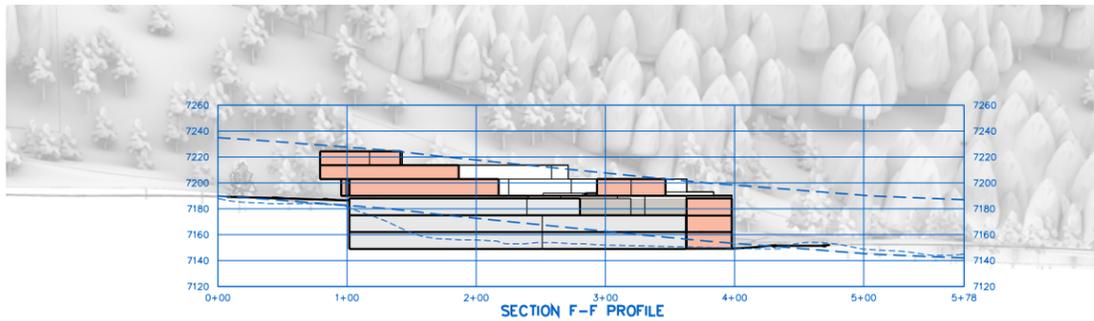
SECTION A-A
SECTION F-F



SECTION B-B PROFILE



SECTION C-C PROFILE



SECTION F-F PROFILE



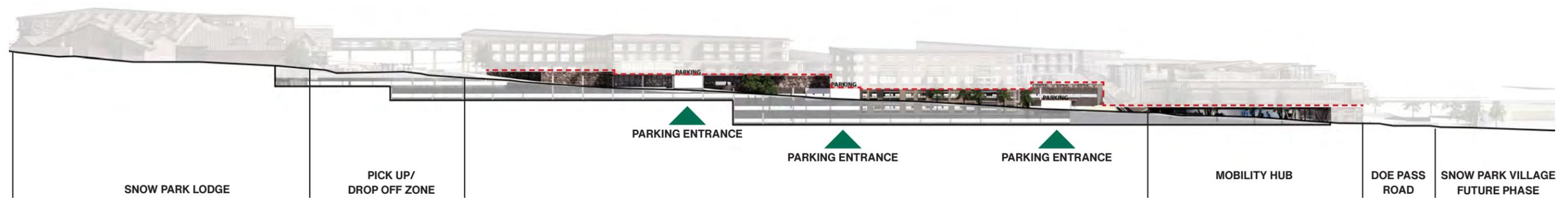
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Snow Park Village
 April 08, 2021

Exhibit 6: **Site/Building Sections & Height Compliance**

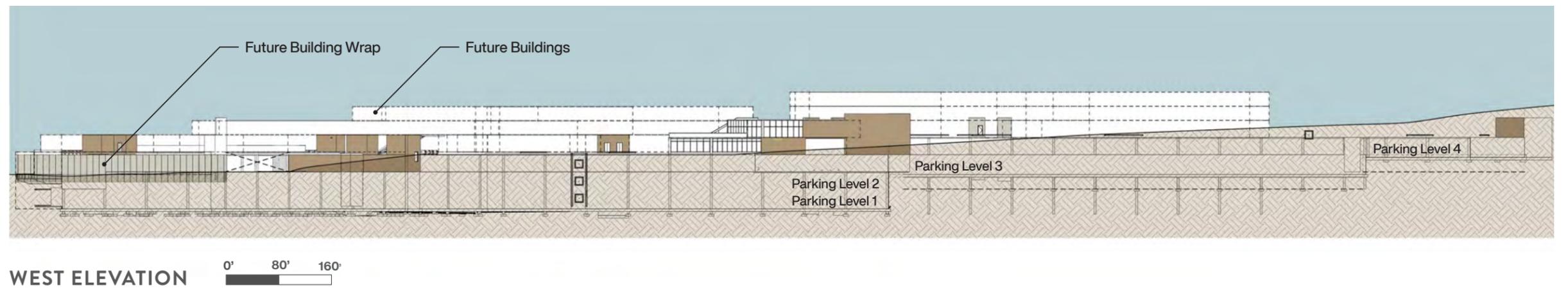
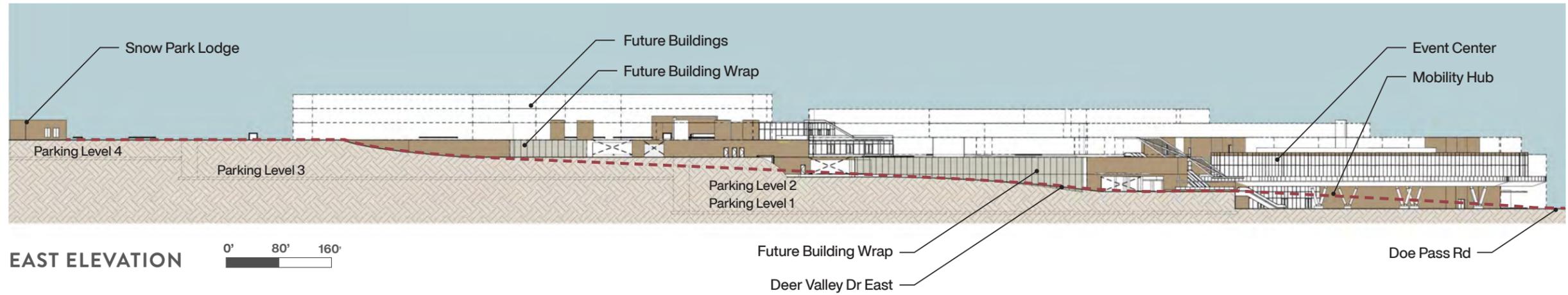


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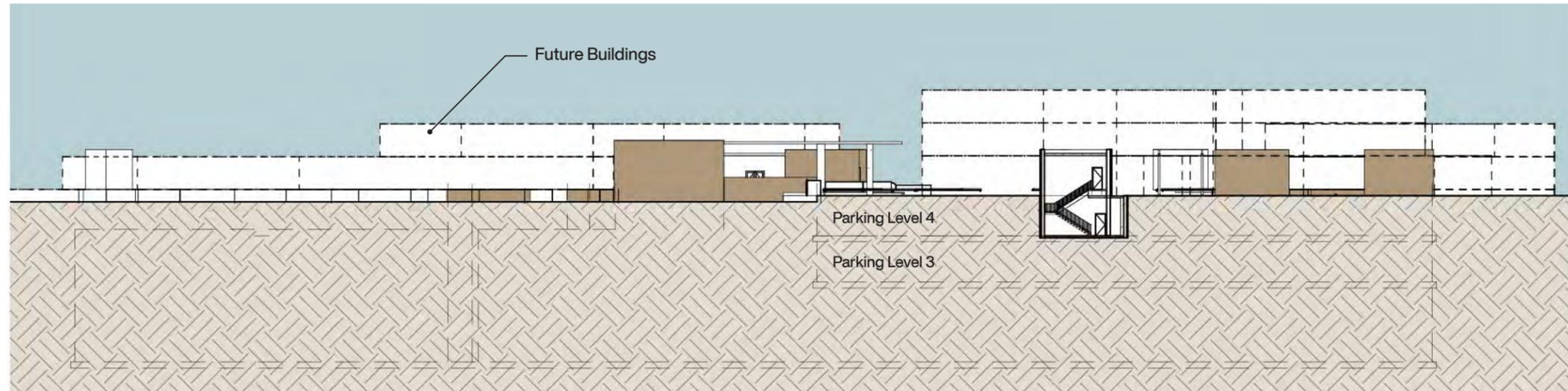


EAST BUILDING ELEVATION

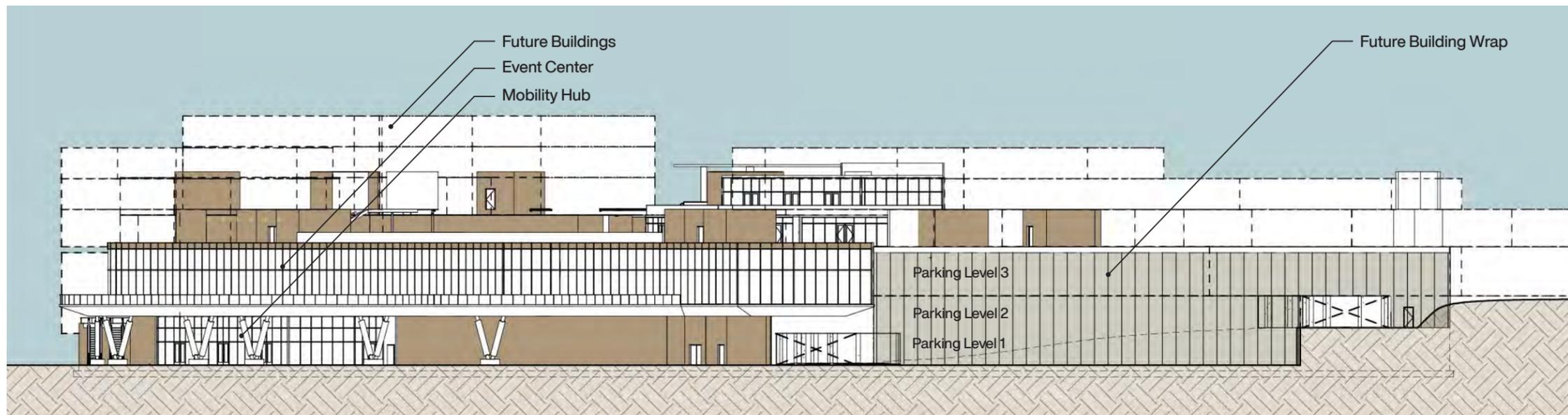
BUILDING ELEVATIONS



BUILDING ELEVATIONS



SOUTH ELEVATION 0' 40' 80'



NORTH ELEVATION 0' 40' 80'